

VIA: ATR
(SPECIFY AIR OR SEA ROUTE)

DISPATCH NO. OEBA-1019

CLASSIFICATION

TO : Chief, WE

DATE 19 November 1953

FROM : []

SUBJECT: GENERAL— REDSKIN/NIGHTMATCH

SPECIFIC— Organization of Supporting Data

REF:

A. OEBA-799 *don't have*

B. OEBW-792 *don't have*

C. OEPA-954 *don't have*

1. This explanation of the [] files on Soviet ships is being forwarded as an appendix to the NIGHTMATCH Project Outline (ref. A) in order that Headquarters may have a full understanding of how we are attempting to cover Soviet merchant marine traffic in Belgian ports at this time. It is also intended to amplify our previous mention of these files in the exchange of refs B and C.
2. Every morning the Antwerp shipping journal Lloyd Anversois is checked for the arrival and departure of Soviet ships at Antwerp and Ghent (no coverage of other Belgian ports). The comings and goings for that day are then entered in the log of Soviet traffic for the port in question (see attachment #1). This Port Log is designed merely to give a chronological picture of the movements of Soviet ships to and from Belgian ports.
3. For the full details on individual ships, separate files are set up on each Soviet ship as the crewlists are received from []. The name of the ship is carded in the new 3x5 index, but no attempt is made to card names of captain or crew members. In each file is another log form (attachment #2) from which the frequency of the ship's arrivals in Belgium can be determined at a glance.
4. As is evident, our system does not provide any easy mechanical process for detecting the re-appearance of a Soviet seaman if he does not come to Belgium on the same ship. However, from the little background material we have so far accumulated, it

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/would see []

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would seem that the turnover of ship personnel is not fast. For example, the Soviet ship Vilrus arrived in Antwerp 29 July 53, 16 August 53, and 3 September 53. During this period the Vilrus carried an average crew complement of 44 men and for the three visits to Antwerp 28 members of the crew were unchanged, while 15 more appeared in Antwerp on two of the three occasions. How typical this pattern is, we cannot say, but for immediate operational purposes, the breakdown by ship alone seems adequate for keeping track of the most promising targets.

5. From the indication given in OEBW-796, we hope that Headquarters may be able to fill the gaps in our system by establishing a carding program or machine-records coverage that will pick up Soviet seamen who re-appear frequently in Belgian ports though not on the same vessel. If the take from such an indexing system could be supplied Brussels every two or three months it would, of course, be of great value in directing the efforts of the NIGHT-WATCH operational teams.
6. Another field in which Headquarters can assist [] is in the collection of general information concerning the Soviet merchant marine: security practices, rotation policy and so forth. The 1951 study on these matters which you mentioned in para. 2 of OEBW-796 has been unearthed and has provided interesting though possibly outdated background data. We await with interest the results of your probing for new studies in this field and also any general comments or suggestions Headquarters can offer.

Attachments:

1 and 2 as noted in text

Distribution:

Headquarters - 3 (w/atts)
File - 3 (w/atts)

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Attachment 2
OEBA-1019

TRAFFIC OF SHIPS IN

[illegible]

'ENCL' 2 to OFAA